



Garage 21

Public Notification Plan



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Background Data: Garage 21 Mitigation Plan

[Fall 2009-Update]

Introduction

Upon the closure of Garage 21 for demolition and reconstruction, the following steps will be taken to minimize the impacts to parking patrons. The reasoning used in this plan: short-term users and drivers with disabilities are to be accommodated as close as possible to the existing garage and long-term users will need to use other parking facilities, requiring further walking distances, as they have various alternative options available to them.

Observations

Weekday, daytime occupancy data (for Garage 21) indicates that 60 spaces designated as short-term (2-hour) parking average 63% filled (or 38 spaces occupied). The remaining 585 garage spaces (long-term) average 54% filled (or 285 spaces occupied). Short-term and Long-term parking fluctuates throughout the year from 44%-54% occupied (or 259-318 spaces occupied, for any duration of parking).

Short-Term Parking Space Alternatives

1. Garage 21 currently has 60 spaces designated for short-term parking, on average 38 spaces are occupied. Garage 2 currently has 143 short-term spaces, on average 79 of these spaces are vacant. 16 short-term spaces will be converted to accommodate 10 handicap parking spaces (available short-term spaces in Garage 2 after handicap conversion $79-16=63$ **short-term spaces available**).
2. An additional 1241 spaces are available at Garage 61. Garage 61 has an average of 607 long-term spaces vacant for short and long-term users.

Long-Term Parking Space Alternatives

1. Garage 21 currently has 525 long-term spaces, on average 285 are occupied. Garage 2 currently has 1186 long-term spaces, on average about 492 of these spaces are vacant. 167 long-term spaces will be converted to PCS spaces in Garage 2 (available long-term spaces after PCS conversion $492-167=325$ **long-term spaces available**).
2. An additional 1241 spaces are available at Garage 61. Garage 61 has an average of 607 long-term spaces vacant for short and long-term users.

Parking Convenience Sticker (PCS) Parking Space Alternatives

1. Garage 21 currently has 54 PCS spaces, on average 54 are occupied, an additional 140 PCS permit holders park in long-term spaces. Garage 2 currently has 259 PCS Spaces, on average 100 of these spaces are vacant. 167 long-term spaces in Garage 2 will be converted to PCS spaces to accommodate PCS parkers from Garage 21.

Handicap Parking Space Alternatives

1. Garage 21 currently has 12 handicapped spaces. 10 new handicap spaces will be relocated to level 1 of Garage 2 near the Spring Street Entrance. This will reduce the short-term spaces in Garage 2 by 16 spaces.

Carpool Parking Space Alternatives

1. Garage 21 currently has 3 carpool spaces. Garage 2 currently has 11 carpool spaces near the Cameron Street Entrance, on average 5 spaces are occupied. No additional carpool spaces will be needed in Garage 2. Carpool applications will be monitored, additional spaces will be added if necessary.

Based on the level of occupancy data, the available spaces are distributed over the two garages as follows:

Facility	Short-term	Long-term	Handicap	PCS	Total
Garage 21 (average occupancy)	38	285	12	54	389
Garage 2 (average vacant spaces)	63 (79-16 handicap)	325 (492-167 PCS)	10 (new)	167 (new)	565
Garage 61 (average vacant space)	607	607	24 (avail.)	N/A	631
Total vacant spaces (at garages 2 and 61)	670 (607+63)	932 (607+325)			

Solutions Summary

Based on this parking capacity and occupancy analysis, no major discrepancy between demand and supply is anticipated system-wide, assuming demand stays at current levels. **Garage 2 currently has the capacity to absorb all vehicles currently using Garage 21.** In addition, Garage 61 has the capacity to handle 607 additional daily parkers. Some adjustments may need to be made to the allocation of short-term and long-term meters in Garage 2 as demand dictates. It is anticipated that some parkers may use private parking spaces currently available in the area. Still, a major push to encourage employees to seek out alternatives to driving alone should be considered by the Silver Spring Regional Service Center in conjunction with the garage closure notice effort. In addition, designated carpool spaces are provided in Garage 2 as the first long-term spaces encountered when entering the garage. Additional carpool spaces can be expanded as needed.